

ANACOSTIA RIVER FAIR
Division Over Anacostia Park
and Highway Scheme.
COMPROMISE IS HOPED FOR
Officials Fear Congress Will Refuse
to Make Appropriation.
WANT ADVOCATES TO CONFER
Three Plans Considered, One Provid-
ing for Half-and-Half Assess-
ment of Cost.

Unless the compromise arrangement suggested by the Chamber of Commerce for the condemnation of ground along Anacostia river for highway and park purposes, or some other plan is suggested, the objection to the Commissioners' bill pending for the condemnation is adopted, Congress may fail to appropriate the \$100,000 in the Commissioners' estimates for 1913 with which to continue the work of dredging Anacostia river, north of the Anacostia bridge.

This is the fear of a number of District officials and it is not unlikely that the present week will witness an effort on the part of the Commissioners, the Chamber of Commerce and representatives of citizens' associations in northeast and southeast Washington to get together and recommend but one plan to Congress.

No intimation has been given by the District heads as to whether they will agree to the Chamber of Commerce proposition, but it is believed that the representatives of the citizens' bodies will subscribe to it when they have been impressed with the importance of co-operation in order to prevent the benefits of, if not permanent delay in, the work of dredging Anacostia river and reclaiming the flats.

Three Plans Advocated.

At present three plans for providing the cost of condemning land along the river for highway and park purposes are being advocated. The Commissioners favor the plan which is estimated at \$50,000, being assessed as benefits against adjoining property, which is specifically defined in an area named in the Commissioners' bill authorizing the condemnation.

Diametrically opposed to the plan of the District authorities is the scheme advocated by the representatives of citizens' associations in northeast and southeast Washington. These representatives say that the entire cost should be provided by the government, and that the plan of the District under the organic act of 1878, rather than that the adjoining property should be assessed for benefits. A subcommittee has been authorized to draw up a bill in line with the representatives' views in the matter.

Takes the Middle Ground.

The middle ground is that taken by the Chamber of Commerce committee on the improvement of the Anacostia flats, of which Albert Schulteis is chairman. This committee insists that the cost of the condemnation shall be assessed as benefits only in those cases in which benefits actually shall be found to have resulted from the proposed plan, and that the plan, rather than assessing a specified area for benefits, as the Commissioners have done in their bill introduced in Congress, leaves the matter of determining benefits to the discretion of a jury.

The suggestion of the Chamber of Commerce committee further is that if the value of the benefits shall be less than the cost of the condemnation the difference shall be made up by an appropriation on the half-and-half basis. It is the belief of members of the committee that this plan is an equitable one, and that Congress will be favorably disposed toward it.

Changed Their Views.

Although the citizens' representatives voted in favor of providing the entire cost of the condemnation on the half-and-half basis, several of the representatives have since changed their views. The Chamber of Commerce committee since has been explained in detail, have indicated a preference for the latter plan. Several officials of the District government are known to be in favor of this plan, and it is believed that an effort to secure its general adoption as a compromise arrangement will not be difficult.

Handicapped by Title
TRYING TO KEEP HONEST
German Count on Trial for
Card-Sharpping Blames
Everyone But Himself.

Foreign Correspondence of The Star.
 BERLIN, March 15, 1912.

Count Gisbert Wolff Metternich, who is on trial in the Berlin courts on a charge of card-sharpping, was examined by the president of the court and pleaded in his defense that he was a "family scapegoat."

A Roumanian named Bules is on trial with Count Metternich, while a man named Stallman, alias Baron Koefenberger, a German ex-officer named Niemala, and an Englishman who represented himself as an army officer are also mentioned in connection with the affair.

Count Metternich was under examination for several hours, tried to convince the court that his parents were responsible for his downfall.

He declared that he had been educated first by servants and then by priests. When he was sent to Bonn University he was expelled on one occasion for going to a masked ball, whereupon his father scolded him so severely that he attempted to commit suicide and seriously wounded himself. He was fifteen years old at this time.

He excused his practice of incurring debts at this early age on the ground that his father allowed him only \$125 a week pocket money and also expected him to pay his tailor's and bootmaker's bills out of this sum.

As he grew older he had frequent quarrels with his father. Count Metternich averred that on two occasions his father tried to have him placed in an asylum. In the first instance the physicians summoned to examine him pronounced him sane. The second attempt, he said, was made under the pretext of inducing him to marry a girl named Maria, whom he called country resort. The court discovered that the resort was another asylum, and that the girl was a madwoman.

The prisoner declared that when he desired to marry a lady living in Vienna his father had him arrested and imprisoned. He recognized only one lady, his daughter, if you will help me to secure Gisbert's interment.

Count Metternich gave a long description of his life in South America, where thirty-one charges of cheating were brought against him by the courts, "but only three were proven."

He declared that he had tried to make a honest living in London, owing to his title and the lack of money with which to redeem himself he always found himself in a bad way. One of his friends in London was a German lieutenant named Beckhaus, who "openly admitted that he was working as a spy in England."

Necessity for Compromise.

It is this contention which furnishes the main argument in favor of a compromise agreement regarding the method of condemning land along the river north of Anacostia bridge, so that Congress may be presented with one plan which will have the support of the Commissioners and the citizens' representatives. Persons in touch with the situation say that a controversy over the method of providing the cost of the condemnation may lead to a postponement of the contemplated improvements north of the bridge.

Aids to Navigation.

Changes in aids to navigation in the waters of Chesapeake bay and its tributaries have recently been made by the light-house authorities in charge of the fifth district, as follows:

Hampton roads approach—Tail of the Chesapeake shoal buoy No. 6, a first-class tall-type nun, found dragged out of position, was replaced March 20.

Hampton roads approach—Tail of the Chesapeake shoal buoy No. 8, a first-class tall-type nun, found dragged out of position, was replaced March 20.

Hampton roads approach—Tail of the Chesapeake shoal buoy No. 10, a first-class tall-type nun, found dragged out of position, was replaced March 20.

Newport News middle ground thirty-foot channel gas buoy No. 6, an AGA gas buoy, type B-50 L, candlepower seventy-two, was substituted for the Goodyear buoy.

Newport News middle ground thirty-foot channel gas buoy No. 8.

Elizabeth river, Va.—Tail of the following buoys, found broken off, were replaced March 21: Craney Island flats north end buoy No. 1, spar; channel buoy No. 10, spar; channel buoy No. 14, spar; channel buoy No. 18, spar.

James river, Va.—Warwick bar light; the post supporting this light was carried away by a freshet March 18; a temporary post will be established as soon as practicable.

HARRISONS IN HOSPITAL.

Chicago Mayor and Relatives in Un-
common Reunion.

CHICAGO, March 25.—Mayor Harrison, Mrs. Harrison, Mrs. Preston Oswald May, the mayor's niece, and her husband, Sterling Morton, are holding an uncommon sort of reunion at St. Luke's Hospital. The mayor is recovering from an operation for removal of a growth near the back of his tongue and Mrs. Harrison is with him. Mr. Morton was taken to the hospital a few days ago with typhoid fever, contracted after his return from South America. His wife had been inoculated with serum that she may be with him.

THE GREATER
PALAIS ROYAL
 A. LISNER. Washington, D. C. G STREET.

The Corset and Skirt

—They Are the Primary Considerations.

The Easter Gown cannot be a success if either the corset or skirt is wrong. With the famous Madame Lyra to advise you the corset cannot be wrong. Tomorrow's visitors will profit by the reduced prices for her "demonstration" models.

\$9.00 \$3.29 \$2.00
 Models Worth \$5.00 to \$15.00.

Particularly note the new "American Lady" models with girder top, very long hip with six hose supporters attached, giving all the lines of \$5.00 corsets, at only \$2.00. The Brassieres, lace and embroidery trimmed, are only 50c.

\$4.77 \$3.77 \$2.77
 The Ideal Silk Skirts.

The prices are specially reduced—it's because the usual \$5.00 Skirts have been secured to distribute at \$3.77. Thus the regular cost of \$6.00 Skirts have to be reduced to \$4.77 and the usual \$3.98 Skirts reduced to \$2.77. These prices good only during the distribution of the "Windfall" Skirts—the \$5.00 garments at \$3.77.

\$2.00—Silk Skirts—\$2.00.

The price is too little—it's difficult to advertise such skirts. The price means trashy garments—as a rule. The only way is to ask you to defer judgment—until you have seen. The silk is messaline, the colors in variety to assure a match to your gown. The 9-inch flounce is tailored.

Various Skirts at \$1.00.

Better than the alleged Silk Skirts usually sold at about twice the price—these Colonial Taffeta Skirts, in black and colors, made with "Klofisi" top and flounce, as in the expensive Silk Skirt.

The White Lingerie Petticoats at \$1.00 are unquestionably the best values ever offered here—this statement will be duly valued by regular patrons.

LIVES LOST IN FIRES

IN YEAR WERE 6,000

Representative Jackson Urges
an Investigation of Insur-
ance Companies.

More than \$427,000,000 in property was destroyed and 6,000 lives were sacrificed in fires, exclusive of forest fires, last year in the United States, according to Representative Jackson of Kansas, republican, who urged before the House interstate and foreign commerce committee today his resolution to investigate all fire insurance companies. This loss was thirty times as great as the loss in all of civilized Europe, he added.

Members of the committee questioned the authority of Congress to order such an inquiry, but George H. Holt of Chicago, an insurance counselor, and manager of the policyholders union, insisted that it was necessary if regulatory legislation were to be enacted by the states.

Calls It "Natural Monopoly."

Mr. Jackson testified that the fire insurance industry was a "natural monopoly," with national and international ramifications. He said the companies apportioned the United States among themselves, and fixed rates that were unscientific and virtually inexplicable.

"Then the companies actually hold the country by the throat," said Chairman Adamson.

"Practically," said Mr. Jackson. "And the consumer pays the tax?"

"Beyond a doubt. And the strong man pays less than the weak."

The committee reserved action.

SELLS STOCK IN CROWNJAW.

Joker Takes in His Friends at One Dollar a Share.

WINSTED, Conn., March 25.—Lewis Rundle has sprung the first pre-April joke on a coterie of his intimate friends. Rundle offered for sale at a cent a share in a gold mine at Crownjaw, and the purchases were made at that price. He has had more or less success in mining stock, his companions were eager to buy. He sold all he had, twenty-five shares, at \$1 a share.

When the purchasers asked for their certificates they were informed that the gold mine was in Rundle's mouth, and that they could not realize on their investment until after his death.

Rundle's job at the dentist's cost him \$25.

SKY IS PHOTOGRAPHED.

Sections of Map Would Cover More Than Five Acres.

CAMBRIDGE, Mass., March 25.—A photographic map of the entire sky, showing about 1,500,000 stars, has been prepared in sections by Harvard University astronomers. Placed together, the map sections would cover more than five acres. They measure approximately 440 by 520 feet.

According to the sixty-sixth annual report of the director of the observatory, just issued, 3,786 photos of stars were made at the observatory during the year ended September 30 last.

The report says that by thirty years' work and the expenditure of \$1,000,000 the observatory is ahead of all other similar institutions.

LIVED MORE THAN CENTURY.



BENJAMIN GILL OF WEST VIRGINIA.

Special Dispatch to The Star.

FAIRMONT, W. Va., March 25.—Benjamin Gill, 104 years of age, said to be the oldest man in Marion county and the oldest G. A. R. man in the United States, died here yesterday of diseases incident to old age.

Mr. Gill was born in Loudoun county, Va., April 15, 1808; enlisted in Company E, 85th Pennsylvania Regiment, served three years in the civil war and later moved to West Virginia. He was 5 feet 11 inches in height and weighed 245 pounds shortly before his death. Mr. Gill always attributed his longevity to an inherited strong body, industrious habits, a cheerful disposition and the use of good tobacco. His late home is in Mannington district.

STEAMER GLOUCESTER SUE.

Damages Asked for Sinking of the Schooner Herbert D. Maxwell.

The owners of the four-masted schooner Herbert D. Maxwell, which was sunk in a collision with the Merchants and Miners' line steamer Gloucester in Chesapeake bay March 16, have entered suit against the steamship in the United States district court at Baltimore. It is alleged in the declaration filed in the case that the accident was due to the negligence of those in charge of the steamship, and her cargo of fuel oil was a total loss and the damages are appropriated as follows: Value of schooner, \$55,000; cargo, \$1,700; personal effects of the captain and crew, \$1,000; cost of the men returning home, \$20.

Some of the personal outfit of the Maxwell has been recovered and located. The valuable power launch was recovered by a man on the eastern shore, who is said to expect to convert it into a fishing boat. The binocular glasses of the ship and some other property are said to be in the possession of men who robbed the vessel. It is understood that the revenue cutter Apache will seek the stolen property. Capt. Quillin's watch and money, which were alongside his sea glasses, are supposed to have been recovered by the wreckers.

BURIAL AT OLD HOME.

Body of Representative Foster Forwarded to Burlington, Vt.

The body of Representative David J. Foster of Vermont was taken to Burlington yesterday afternoon after funeral services at the family home, 1727 S. street. Rev. Dr. Herbert Scott, pastor of St. Margaret's Episcopal church, officiated. The burial will take place in Burlington this afternoon. Besides the family and the delegations from the Senate and House there were in party Sherman P. Allen, assistant secretary to the President; Third Assistant Secretary of State Chandler Hale and William McNeil, chief clerk of the State Department, with which department Mr. Foster was formerly closely associated as chairman of the House committee on foreign affairs and during the present Congress ranking minority member of that committee.

Twenty-Minute Tales.

In our next Sunday Magazine are a couple of delightful dog stories, an interesting treatment of the subject, "Bookkeepers as Bank Robbers," by William Atherton Du Puy, and a lot of characteristic "Spoonersisms," by William S. Walsh.

Thanks for Appreciation

—Of the Sample Suits Advertised in Sunday's Star.

If any suit department ever had more delighted and enthusiastic visitors than here this morning—then hearty congratulations are in order. To write that these suits are the pick of the New York market is literally true. They should be—many were the imported inspirations of the leading makers of man-tailored garments. With Easter so near and the trade supplied the Palais Royal representative was in New York at the psychological moment—last Friday.

\$37.00 **\$19.00** **\$15.00**
 Worth to \$60.00. Worth to \$30.00. Worth to \$25.00.

There's a type for every form; there's a suit for every occasion. Please hurry for the Cream Serge and Whipcord Suits—only too few of these. In colors and black there's everything from the severely plain tailored English suit to the elaborately trimmed Paris garment. One of a kind in most instances. The question is, can you afford to delay a selection?

Peplum Blouses, \$1 and \$2.

The new Waist with the little skirt—the Peplum Blouse. Slip one on—and learn that they are daintier than this vivid description implies. Note those of all-over embroidery with lace trimming—and those of voile, smothered in cluny lace. The prices—\$1.00 and \$2.00—will prove surprisingly little.

That Easter Hat

—Should Be Settled Upon at Once.

If it's to be found among those ready to wear you can save dollars in the cost—if the selection be made at once. The milliner in chief returned from New York Saturday with the "pattern hats" of the leading importers, and the prices can be as little as \$9.00, \$12.00, \$18.00, \$25.00 and \$35.00. That the values are many dollars more will be evident to the visitor with eyes to see.

New Derby Sailors, \$2.50 to \$5.00.

The new Derby Sailors seem to have taken New York by storm. They are of Milan and rough straws, trimmed with ribbon bands and finished with brush and stick-up feathers. Black and white effects are seen—and are here.

If Your Hat Is to Be Made

—Then to Delay Means Certain Disappointment.

The milliner is an artist—not to be hurried and worried. The hats produced this week are certain to be more satisfactory than those made next week. Remember that Easter is but two weeks away—and the awful "rush" of that last week. Come tomorrow—find the Palais Royal milliners full of inspiration and enthusiasm, certain to do you justice. Note, too, that the chief is just from New York—with every need.

Continued above.

Untrimmed Hats—Latest Moment Shapes

The Untrimmed Braids, all colors, of chip, Milan and rough straws have straight and rolled brims; prices, \$1.50 and \$2.00. The Derby, Sailor and Large Picture Hats are of Tagal, hemp, Milan, chip and rough straw, in navy, brown, tan, burnt, cardinal, black and white; prices, \$2.50 to \$6.50.

The Trimmings—at 50c and to \$40.00.

The Feather "Stickups" and "Dodads" at 50c to \$1.00. The Small and Large Flowers are 50c up. At \$5.00 are Fancy Ostrich Feathers worth twice the price. The Paradise Aigrettes gradually rise in prices from \$8.00 to \$40.00.

Best Ribbons at Prices Surprisingly Little.

At 33c yard are 5-inch Moire, in all the colors and combinations in demand for hat trimming. At 44c yard are 6-inch-wide Ribbons, the new satin stripes in shadings of greens, blues, browns and other colors. At \$1.00 yard are 9-inch-wide Two-tone Satin Ribbons, in marvelously beautiful shadings. Professional milliners will save time and money in selecting ribbons at the Greater Palais Royal.

The Hair

—And the Hat.

Expert hair dressers are here—and if nature is to be aided the hair is here to match yours in texture and shade.

The "Opening" of the new French Hair Shop, on the first floor balcony, will, it is hoped, prove to be the introduction of the ideal hair shop of Washington.

The Service.

Experts have been selected whose innate good taste, experience and reputation assure artistic results. One from London, England; one from Philadelphia; the third from New York; the fourth from Boston.

A quartet selected from an army—worthy of your confidence.

Souvenirs.

\$2.50 Switches.....\$1.75
\$3.50 Switches.....\$2.85
\$6.00 Switches.....\$4.50
\$3.50 Transformations..\$2.25
\$6.00 Transformations..\$4.75
50c Brillantine.....25c

The Hair.

A new \$5,000 stock, assuring the matching of the shade and texture of your hair.

Switches.....\$2.00 to \$20
 Transformations..\$3.50 to \$10
 Pompadours.....\$1.00 to \$10

Best hair in every instance. Prices vary because of the length of the hair—Switches are here from 16 to 30 inches.

Price List.

The prices quoted below are linked with service that will delight the most hypercritical.

Hair Dressing.....50c
 Shampooing.....50c
 Facial Massage.....\$1
 Scalp Treatment.....50c
 Manicuring.....25c
 Manicuring, gentlemen..50c

The Palais Royal

A. LISNER. 8 A.M. to 6 P.M. G STREET.

AUTOMOBILES.

V—THE MOTOR TRUCK.

By Frederic J. Haskin.

At a recent New York automobile show power wagons of one kind and another were exhibited by fully a hundred manufacturers. Although the use of the automobile for commercial purposes began in a limited way almost coincident with the rise of the pleasure car, it has not been until the past year or two that the commercial motor car has been in considerable demand. This has been true largely because of the fact that there were practically no statistics showing the costs of operation of horse-drawn vehicles, and the automobile manufacturer had little chance to demonstrate to the business houses of the country his conviction that transportation by automobile was cheaper than by horse-drawn vehicles. Gradually, however, certain of the more progressive users of transportation have adopted the automobile or motor truck for their work, and in a large majority of cases the cost of transportation has been less with the power wagon than with the horse.

The results of these experiments have been heralded widely and have led others to make similar trials of the motor truck by the horse-drawn vehicle. This movement has continued to grow until today it is estimated that there are more than 100,000 motor trucks in use. The present year will more than double the number of commercial cars in operation in this country. One enthusiastic advocate of the motor truck declares that the indications are that the production of such cars in the present year will amount to 300,000. This is a very large number of cars, and it is not surprising that the indications are that the production of such cars in the present year will amount to 300,000.

The main thing which recommends the motor truck to the business man is the fact that under proper operating conditions it is able to reduce the cost of hauling below that of horse-drawn vehicles. Hundreds of instances are cited by the manufacturers of commercial cars. A few years ago a New York brewer had 120 horses and a corresponding number of men employed to haul beer to a large western packing house, which kept a record of transportation costs in the use of a motor truck for delivering beer. The results of the experiment were such that he found the cost of hauling beer by motor truck was considerably less when hauled in a motor car than when carried in a horse-drawn vehicle. He then ordered a motor truck to thirty, and declares that this has resulted in an annual saving of \$25,000. With horses and wagons, the motor truck paid for itself in fifteen months. In still another case a large department store found that it saved 2 cents a package by using motor trucks for delivery, and that this, on the large business of that store, resulted in a saving of \$200 a day.

Not only has the motor truck won its way among private corporations, but it

Standard Truck Body

Is Desired by Makers, and to refuse to manufacture others except upon special orders and at advanced prices. Those who advocate this change believe that about a dozen standard forms of bodies would cover every important purpose. Today there are trucks with stationary bodies, others with bodies which dump to the rear, others with bodies which can be dumped in any direction, and have a bucket elevator attachment for loading and unloading coal and other materials, some automatic winches driven by the truck engines for the purpose of pulling material on to the car, and still others are designed to be used as tractors, which may be hitched to former horse-drawn wagons. There is even a motor truck which is coupled to the tractor, making a six-wheel machine, and saving the cost of replacing horse-drawn fire engines.

Motor trucks suitable for all imaginable purposes are being designed today. In France and in China trash wagons have been built to be used for the disposal of trash and garbage. In a large number of cities motor trucks are being used for veterinary ambulances. There is even an automobile hearse for horses.

The motor truck manufacturers of the country are trying to agree upon a scale of charges to be made for demonstrating their machines. Some of them do this work for free, and others charge prices ranging between \$12 and \$20 a day. They hold that the prospective purchaser is entitled to a sample of valuable service while the efficiency of the truck is being demonstrated, and that

he should be required to pay the cost of operation.

One manufacturer is engaged in a widespread campaign of education upon the merits of the motor truck.

Widespread Campaign

To Educate Buyers.

For transportation facilities, without any reference to his own cars. He feels that the main thing needed is education, and that his work will be more successful if it is on the broad basis of motor truck utility rather than that of booming his own make of trucks. A New York transportation company which owns motor-moving vans has undertaken to compete with the railroads in the transportation of furniture and kindred kinds of business between such cities as New York and Philadelphia. While the cost of transportation between the two cities has been found to be larger by motor truck than by train, the saving effected in the hauling of the goods to and from the railroad stations and of handling them is such that the truck people are able to deliver goods from a house in New York to a house in Philadelphia at a lower rate than the railroads can make.

A power to which automobiles in general, and in particular, are put are sometimes strikingly novel. In some cities motor trucks for road building, consisting of three or four vehicles, drawn by a large steam roller or tractor, are hooked up in train form and sent over the road to repair minor faults. An eastern man recently converted the motor truck into a traveling home. He and his wife made this truck their residence on a trip from New York to San Francisco. They had in it a bed and a tiny kitchen, thus being able to live independent of hotels and to carry a sufficient supply of food and good things to eat, together with a tent when they needed it. They declared they had the time of their lives on their transcontinental tour.

Marriages Galore.

"Where Cupid is King" is the title of a bulky little description of Washington as a honeymoon resort, written by James Hay, Jr., for our next Sunday Magazine. It will surprise our readers to learn that twenty-six newly married couples visit the National Capital every day in the time Mr. Hay tells what they do when they get there.

RHEUMATISM

Price 25c

Myron's Rheumatism Cure seldom fails to relieve pain in legs, arms, back, and swelling joints in a few hours. Positively cures in a few days. It does not put the disease to sleep, but drives it from the system. —MUNYON, PA.

